

Wagon Tracks

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WAGON TRACKS

SANTA FE TRAIL ASSOC. NEWSLETTER

VOLUME 3

MAY 1989

NUMBER 3

SFNHT PLANS

David M. Gaines, Chief, Branch of Trail Programs, P. O. Box 728, Santa Fe, NM 87504-0728 (505) 988-6886, has announced that the Draft Santa Fe National Historic Trail Comprehensive Management and Use Plan is tentatively set for distribution during the week of May 8, 1989. Those who requested a copy of the draft plan should receive one; those who have not requested a copy may do so by contacting Gaines. The map supplement will not be sent with the plan, but the maps will be available at many points along the Trail, including selected public libraries and municipal offices, for the public to peruse.

Approximately ten public hearings on the draft plan will be scheduled along the Trail, with half tentatively planned for the week of May 22 and the remainder tentatively planned for the week of June 5. Watch for further announcements from Gaines's office. These meetings provide an opportunity for interested groups and individuals to present their views for consideration.

The SFNHT Advisory Council will meet in Santa Fe, June 21-22, at the Howard Johnson Plaza Hotel. This initial meeting of the Council will be concerned primarily with the draft plan. The meetings of the Council are open to the public. Sessions will begin at 8:30 a.m. on Wednesday, June 21, and end at noon on June 22.

VANDALS HIT TRAIL SITE

An adobe structure near Glorieta, NM, the last remaining building of Pigeon's Ranch, was recently damaged by vandals. They may have been looking for hidden treasure and cut large holes in two walls. The structural integrity of the building apparently was not destroyed and repairs are being made. Pigeon's Ranch was a stage station on the Trail and figured prominently in the Civil War Battle of Glorieta Pass. The only treasure there is the historic value of the building. ◁

1989 SYMPOSIUM

SANTA FE & LAS VEGAS
SEPTEMBER 28-OCTOBER 2
MAKE RESERVATIONS NOW

BONUS SESSION ADDED AT SANTA FE

An extra session has been added to the Symposium program. It does not appear on the preliminary program sent out with the registration mailing but will be listed on the final schedule to be included in registration packets.

The new session is titled "Archaeologists View the Trail," and has been set for Saturday, September 30, 1:00-2:00 p.m. Board member Mark L. Gardner will preside.

Donald J. Blakeslee, archeologist at Wichita State University, will present a talk entitled "First Trail to Santa Fe: The Mallet Expedition, 1739." It was exactly 250 years ago that the French Mallet brothers crossed the plains to Santa Fe. Dr. Blakeslee will be retracing much of their route on the ground this summer.

The second talk will be presented by William G. Buckles, professor of anthropology at the University of Southern Colorado, Pueblo. His title is "Multidisciplinary Research in Colorado Concerning the Santa Fe Trail System." Described will be the various methods he has used to locate the route of the Mountain Branch of the Trail.

REGISTRATION PACKETS AVAILABLE NOW

Registration packets for the 1989 Symposium, "Where Trails and Cultures Meet," were sent out in late April. If you did not receive a packet, please contact Symposium Coordinator Adrian Bustamante, Santa Fe Community College, P. O. Box 4187, Santa Fe, NM 87502-4187. Everyone planning to attend should register early (to take advantage of the special fee) and make room reservations in Santa Fe as soon as possible. ▷



Search team, April 17, 1989, seeking site of the capture of Clara Blinn in 1868, l-r, Paul Bentrup, Ava Betz, Edith Birchler, Tom Thomason, and Mary Moorehead.

SEARCH FOR THE 1868 CAPTURE SITE OF MRS. CLARA BLINN

by Mary Moorehead

Clara Izibell Harrington Blinn's time on the Santa Fe Trail was brief but intense. Her tiny figure embodied the loyalty, determination, and resourcefulness we moderns hope for in the historical pioneer wife and mother. Clara and her baby were victims of the long, grinding clash of cultures on the Plains—a product of cultural arrogance and xenophobia on both sides.

Clara Blinn was not a stereotype though. Twenty years old in 1868, she was petite with dark chestnut hair and a dimple in her chin—a middle-class wife and mother whose clear soprano voice had earned a modest reputation in Perysburg, Ohio. She had a sense of fun, too, and played April Fools's jokes on other members of the wagon train that took her to Colorado Territory. At a Southern Overland Mail stage station that summer, Clara cooked for the drivers and passengers at the station, washed clothes in water from Sand Creek, cared for her child, and bolstered an ailing husband—all under the rapidly increasing threat of Indian attack.

When Clara and her two-year-old son were taken from a wagon train by Cheyennes and Arapahoes in October of that year, she decided not to listen to Victorian strictures and die for her honor but to

(continued on page 17)

PRESIDENT'S COLUMN

The up-coming Symposium, planned by Adrian Bustamante and his committee, threatens to tax the energies of even the most dedicated SFTA members—so much is being offered in the way of things to see and do.

In addition, another trail conference, sponsored by the Rocky Mountain Humanities Resource Network, will be meeting in conjunction with ours and SFTA's can attend its sessions at no extra charge. That conference will open Wednesday evening, September 27, at 7:00 p.m. in St. Francis Auditorium, located in the Art Museum next to the Governors Palace on the Santa Fe plaza. I will deliver welcoming remarks to be followed by the main speaker, Donald Worster, Brandeis University, "No More Lies: Facing the Facts of Western History."

SFTA members who wish to become more active in our organization should attend the open board meeting to be held just before the Symposium begins in Santa Fe (Sweeney) Convention Center, Meeting Room 2, Thursday, September 28, 1:00-5:00 p.m. Here is where the nitty-gritty business of the Association is thrashed out. Those who have matters they wish considered should bring them to this meeting, rather than to the general business session on Saturday. At Hutchinson the business meeting dragged on far too long and I hope to avoid that this time.

At the open board meeting on Thursday the nominating committee will offer a list of candidates to fill the positions of president, vice-president, and half the board. According to our bylaws, the current vice-president, Joe Snell, will automatically be nominated for president, although members are allowed to make additional nominations for that office. Nominations for any of the openings can be made at the board meeting or in advance by writing the committee chair: Danita Ross, 346 Hillside, Santa Fe, NM 87501. If the person you are nominating will not be at the Symposium, he or she must provide a letter stating a willingness to serve if elected to an office.

—Marc Simmons

BOOK EXHIBIT

A popular feature of the Symposium is the Book Exhibit which gives SFTA members a chance to

see and acquire both new and old titles on the Santa Fe Trail and Western History. As an added draw, a number of authors will be on hand in Santa Fe to autograph their books.

Riley and Betty Parker will be in charge of the exhibit to be held in Meeting Room 1 of the Santa Fe Convention Center. Publishers, booksellers, and authors who wish to have a display table should contact them to receive an instruction sheet. The Parker's address is P. O. Box 8390, Santa Fe, NM 87504 and their phone is (505) 988-1076.

No extra fee will be charged exhibitors, provided they register for the Symposium.

MISSOURI MADONNA REDEDICATION

[This item was accidentally omitted from an earlier issue and is run now with apologies to Jane Mallinson.]

The Missouri Madonna of the Trail Statue at Lexington was rededicated by the Missouri State DAR on October 2, 1988, with a crowd of 100 present. It was originally dedicated on Sept. 17, 1928, by the DAR and the National Old Trails Road Association, at which time the address was delivered by the president of NORTA, Judge Harry Truman.

Speaker at the redication was Col. James A. Shelby, Vice-President General of Sons of the American Revolution. The Wentworth Military Color Guard and Band participated. Among those assisting with the ceremony was SFTA member Jane Mallison of the Independence Pioneers Chapter of the DAR. The continuing interest of the DAR in the Santa Fe Trail, which began with the placing of granite markers along the route during the early years of the twentieth century and the later erection of the Madonna Statues, has been important in the preservation of the route, protection of Trail sites, and promotion of the history of the famous highway of commerce.

NATIONAL FRONTIER TRAILS CENTER

The National Frontier Trails Center in Independence, MO, has started a monthly newsletter. Construction of the new Center began in March and is tentatively scheduled for completion in one year. The Center will occupy the

remodeled Waggoner-Gates Mill at 318 West Pacific. Plans are proceeding on the museum story line, exhibit designs, and the production of an orientation movie approximately 20 minutes in length. A director for the Center, to begin work by September 1989, is being sought.

TRAIL ESSAY WINNER

Jeff Masters, a fourth-grader from Independence, MO, recently won the National Frontier Trails Center's essay contest sponsored by the Independence Pioneers Chapter of the DAR. His entry was written to his great-great-grandchildren about his "experiences" on the Santa Fe Trail when he was a boy on the frontier. After explaining about life on the Trail, he concluded: "Don't just sit around in front of a TV playing video games. Get out and explore the world around you. You just might find an Adventure like I did on the Santa Fe Trail."

LATE DUES NOTICES

Sec-Treas Ruth Olson recently sent special notices to all 1988 members who had not renewed for 1989. Although April 1 is the deadline for renewal, membership listings will not be revised until after this issue of *WT* has been delivered. SFTA needs every member, and it takes much time to revise membership and mailing lists. Prompt renewals are truly appreciated.

Wagon Tracks is the official publication of the Santa Fe Trail Association, a non-profit organization incorporated under the laws of the State of Colorado. Letters are welcome, but they become the property of *WT* and may be edited or abridged at the editor's discretion. All rights reserved. Inquiries can be directed to the appropriate addresses below. Annual subscriptions are obtained through membership in the Association, whose dues are fixed per calendar year. Checks should be made payable to the Santa Fe Trail Association and sent to the secretary-treasurer.

Membership Categories

Benefactor	\$1,000
Patron	\$100/year
Institutional	\$25/year
Family	\$15/year
Individual	\$10/year

Editor: Leo E. Oliva, RR 1, Box 31, Woodston, KS 67675

President: Marc Simmons, Box 51, Cerrillos, NM 87010

Vice-President: Joseph W. Snell, 630 Walnut Lane, Topeka, KS 66617

Secretary-Treasurer: Ruth Olson, Santa Fe Trail Center, RR 3, Larned, KS 67550

1989 Symposium Coordinator: Adrian Bustamante, Santa Fe Community College, P. O. Box 4187, Santa Fe, NM 87502-4187

Publicity Coordinator: Michael E. Pitel, Tano Rd., Rt. 4, Box 240, Santa Fe, NM 87501

FRANKLIN OR BUST ANNUAL MEETING

The first annual membership meeting of Franklin or Bust, Inc., met at New Franklin, MO, on March 30, with Gregory Franzwa as the featured speaker. Franzwa told the group, organized last year to seek a major Santa Fe Trail interpretive center at or near the site of Franklin where the Trail had its beginnings, that he expected their concerns to receive attention in the forthcoming Trail Plan. President H. Denny Davis reported on the work of the organization and explained how the concerns regarding a structure on the high flood plain could be met. He also explained that Franklin or Bust did not oppose the new state museum planned for Arrow Rock and that the construction of that museum did not preclude construction of an appropriate Trail museum in the Franklin area. The organization will continue to seek its original goal and work with the National Park Service and other agencies.

Davis was re-elected president, and other officers include vice-president Bill J. Crigler, secretary Doris Markland, treasurer Bill Rudloff, and board members Melissa Alsop Megas, Pam Huffstutter, and Jerre Lugeanbeal. Annual dues were set at \$10 for individuals, \$25 for institutions, \$100 for patrons, and \$1,000 for "Trail Blazers." Anyone interested in joining or obtaining more information should contact Franklin or Bust, Inc., P. O. Box 32, Fayette, MO 65248.

FORT LARNED OLD GUARD MEETING

The Fort Larned Old Guard held its first annual encampment at Fort Larned National Historic Site on April 22. Speakers included David Dary, T. Lindsey Baker, Robert Utley, and Senator Nancy Kassebaum. Living-history demonstrations, including buffalo hunters as well as military personnel, were featured during the day, and a buffalo dinner was enjoyed in the evening. An invitation to join this support group is enclosed in this issue.

GLORIETA BATTLEFIELD REENACTMENT CHANGED

The new leadership of the Civil War Reenactors of New Mexico has decided to host the annual Glorieta Battlefield reenactment on

August 4-6, 1989. Since all previous reenactments have been held on Father's Day weekend, this change will result in some confusion, especially since the group will host a reenactment at Fort Craig, near the Valverde Battlefield southeast of Socorro, on Father's Day weekend, June 17-18, 1989. For further information about either event, contact Rusty Voorhis, Secretary, Civil War Reenactors of New Mexico, 2 Mountain Laurel, Los Lunas, NM 87031 (505) 865-1616.

FORT HAYS-FORT DODGE TRAIL REVIVAL

Among the many branches of the Santa Fe Trail was the Fort Hays-Fort Dodge Road, established in 1867 to transport military supplies from the Union Pacific Railroad, Eastern Division, at newly-founded Hays City, to Fort Dodge and other forts farther west. This route also carried most of the civilian freight destined for Santa Fe and beyond for a time. The road was used for five years by the army, until the Atchison, Topeka and Santa Fe reached Dodge City in 1872.

This important branch is included in the SFNHT plans. Much evidence of the route remains, including six stream crossings, where cutdowns can still be easily observed, and numerous ruts in pasture land. Excellent ruts and the crossing of Sawlog Creek are found on the Warner Ranch northeast of Dodge City, where the Warner family has erected several markers.

Along this road three trading ranches were established at the crossings of Walnut Creek, Pawnee Fork, and Buckner Creek. Proprietors at each of the ranches operated toll bridges. Although no evidence of the ranches remains, the town of Alexander in Rush County developed from the ranche on Walnut Creek operated by Alexander Harvey, a former Sixth Cavalryman stationed at Fort Dodge.

At the Pawnee Fork crossing, a monument was erected in 1929 by the Hodgeman Community Ladies Aid Society to commemorate the historic site where John O'Loughlin (later the founder of Lakin, KS) operated a trading ranche before selling out to George Duncan in 1872. The monument, much in need of repair, has recently become the focus of local history buffs in the area. Plans are now underway to restore the monument

this spring. Volunteers under the supervision of Mildon Yeager, Larned trail enthusiast, have committed themselves to the project.

Plans call for the inspection of the time capsule reported to have been enclosed within the granite walls of the monument at the time of its dedication, October 27, 1929. Over twenty people have been identified who were at the 1929 dedication. These, along with O'Loughlin and Duncan descendants, will be guests of honor for the restoration dedication.

A companion project calls for the marking of the Fort Hays-Fort Dodge Road at ten locations: Fort Hays, Fort Dodge, Lookout Station where the road intercepted the Smoky Hill Trail, six stream crossings (Smoky Hill River, Big Timbers Creek, Walnut Creek, Pawnee Fork, Buckner Creek, and Sawlog Creek), and one pronounced set of ruts in Ness County. The markers will be appropriately inscribed bronze plaques mounted on limestone fence posts.

David Clapsaddle of Larned, coordinator for the projects, reports that approximately half of the \$900 needed for the projects has been donated. Anyone interested in contributing to the fund may make their checks payable to the Fort Hays-Fort Dodge Road Fund, c/o Jan Martin, 609 East 13th, Larned, KS 67550. Mrs. Martin is treasurer of Xi Zeta Mu, a Larned sorority which has assumed the financial transactions as a service project.

On May 6-7 Clapsaddle conducted a traveling seminar on the Fort Hays-Fort Dodge Road, sponsored by the Barton County Community College at Great Bend. This important branch of the Santa Fe Trail system is receiving long-due recognition.

TRAIL DAZE IN BOISE CITY, MAY 31-JUNE 4

Boise City, Oklahoma, will host its annual Santa Fe Trail Daze May 31-June 4, 1989. A free bus tour of the Kenton area will be offered this year, and reservations are required. Events include a Miss Santa Fe Trail Daze Pageant, bike ride, team roping, watermelon feed, musical show, dances, parade, fiddling contest, and post-hole digging contest. For information and a complete schedule of activities, contact Boise City Chamber of Commerce, P. O. Box 1027, Boise City, OK 73933 (405) 544-3344. ◀

AERIAL PHOTOGRAPHIC PROJECT IN COLORADO

The Colorado Endowment for the Humanities is aiding the University of Southern Colorado in conducting aerial photographic tests of selected parts of the Santa Fe Trail System in southeastern Colorado. The research is supported also by funds from the Pike-San Isabel National Forest for research in the Comanche National Grasslands. Research will be conducted by a multidisciplinary team comprised of anthropologist William Buckles and biologist Neal Osborne of the Univ. of So. Colorado, and James Grady, an anthropologist and photointerpreter at the Univ. of Colorado in Denver.

The project will investigate specific methods for using aerial photography for mapping the Santa Fe Trail. It involves selection of target areas of historically-identified trail routes, aerial photographs of those areas, and comparing photointerpretations with on-the-ground archeological and ecological research. The on-the-ground tests and subsequent records will be made with the aid of an archeological field school of the Univ. of So. Colorado. Buckles will report on this project at the Symposium in Santa Fe.

SEARCH FOR EL PUEBLO

An archeological project has been initiated in Pueblo, CO, to locate the remains of El Pueblo, an important trading post which was the namesake for the modern city and was located in the heart of present-day Pueblo. It was probably constructed in 1842 and abandoned in 1854, following a massacre by Indians of most of its inhabitants.

The Pueblo area, where several major tributaries join the Arkansas River and where the Taos Trail crossed that river, contained other nineteenth-century trading posts and occupations, dating as early as 1822. El Pueblo was visited and used by many well-known frontier characters and western explorers.

The Colorado Historical Society museum in Pueblo has a frontier theme and a full-size replica of how El Pueblo may have appeared. The museum is some distance from the site of the original post, tentatively identified from archival, historical, and other research. The Univ. of So. Colorado

and the City of Pueblo are cooperating in the archeological and other investigations at the location, and excavations directed by William G. Buckles will begin June 5 of this summer, part of an archeological field school of the university. It is probable that a number of years of research will be conducted.

The project will incorporate public involvements as much as possible, and visitors to the excavation are welcome. Some members of local historical and archeological societies will be involved in the investigations as excavators and in other capacities.

SANDOVAL TO SPEAK AT TRINIDAD FESTIVAL

In addition to all the activities planned for the Santa Fe Trail Festival at Trinidad, CO, June 10-11, noted in the last *WT*, Professor David A. Sandoval of the University of Southern Colorado, Pueblo, will present a lecture on "Freight Wagon Manifest Destiny." This will occur at 1:30 p.m., Saturday, June 10, at the Baca/Bloom and Pioneer Museum.

Dr. Sandoval serves on the board of directors of SFTA and is co-chairman of the SFNHT Advisory Council. His presentation will be free to the public.

KIT CARSON'S COAT

by Mark L. Gardner

The Colorado Historical Society has the unusual distinction of owning two leather coats once belonging to famed frontiersman Kit Carson. Both are on permanent display, one at the Colorado History Museum in Denver and the other at the Pioneer Museum in Trinidad. The highly decorated coat at the Pioneer Museum was acquired from Carson by Dan Taylor, an early Trinidad settler, and has remained on display at the museum since 1960.

Because of signs of deterioration, the Trinidad coat was sent to the Rocky Mountain Regional Conservation Center in Denver for treatment. With a clean bill of health, it will return to Trinidad by summer and be installed in a new display case with a new interpretive label. Travelers and Trail buffs following the Mountain Branch this summer are encouraged to stop at the Baca House, Bloom House, and Pioneer Museum, 300 East Main, Trinidad, and examine Carson's coat and

the many other exhibits dealing with the history of Trinidad and Southern Colorado.

NRA TRAIL RENDEZVOUS

The fifteenth annual NRA Santa Fe Trail Rendezvous is scheduled for June 13-18 at the Whittington Center near Raton, NM. Good Trail remains may be seen on the 33,000-acre Center. Each year a ceremony of historical significance is conducted to commemorate the mountain man days. Camping is available at the Center. For further information, contact Patrick Boyle, NRA Whittington Center, P. O. Box 700, Raton, NM 87740.

FORT UNION EVENTS

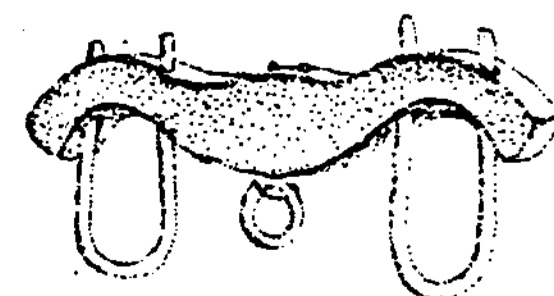
Fort Union National Monument offers two special events this summer. On June 24 the site will host the second annual "Santa Fe Trail—The Early Years," with guest speakers, demonstrations, and other activities focusing on the Trail in the area.

On July 29-30 the Monument's traditional event, "Soldiering on the Santa Fe Trail," will provide a weekend of activities commemorating the military period, 1851-1891. Demonstrations will include firing of everything from muskets to field pieces and an army uniform review. The 44th Army Band, New Mexico Army National Guard, will present a concert of historic and contemporary military music.

Both events will offer historic "theme lunches" for a nominal charge. For a schedule of activities planned, write Supt., Fort Union National Monument, Watrous, NM 87753. Entrance fees are suspended for these events.

ANNUAL BEAN DAY AT WAGON MOUND

The 79th annual Bean Day Celebration will be held in Wagon Mound, NM, September 2-4, 1989. The festival includes rodeos, dances, five- and one-mile runs, as well as a softball tournament. On Labor Day a morning parade and free barbecue lunch are featured. Contact Wagon Mound Bean Day Association, Wagon Mound, NM 87752 (505) 666-2245.



TRAIL ELDERHOSTEL

by Pat Heath

On April 16, 1989, at Avila College in Kansas City, MO, I and 37 others started a five-day Elderhostel experience, my first but not my last. The three subjects offered were (1) Wagons West: The Santa Fe Trail (my reason for enrolling), (2) Wildflowers and Wildlife Along the Trail, and (3) Tracing Your Heritage Through Oral History.

Imagine my surprise and delight to find that Sylvia Mooney was to conduct the Wagons West course. We spent three days learning the history and route of the Santa Fe Trail as well as the the Oregon, Mormon, and California trails. Sylvia showed several slide presentations, one of which introduced us to the basics of the Trail's history. The others were of trips over the Trail several years apart, the latter of the trip she made last year with two companions on horseback. It took the full six weeks she had allowed for and presented many notable experiences. Many were comparable to ones I'm sure the early travelers endured.

We had two field trips during the week that were very interesting. On Wednesday morning we visited the Prairie Center Nature Preserve, a privately owned preserve on the outskirts of Kansas City. There you can view the wildflowers and vegetation native to Missouri and in some cases a little of its wildlife.

From there we visited Mahaffie Farmstead and Stagecoach stop. The house was built in 1865 by J. B. Mahaffie and was used as a stage stop until 1869. Three main stage lines stopped here during that time. One line ran from Westport to Lawrence and back, stopping twice a day; another line ran from Westport to Fort Scott twice a week; and the third ran from Westport to Santa Fe twice a month. The house and two outbuildings are original and are being restored. Last year they had an unusual archeological dig. Volunteers did the digging under the supervision of a professional archeologist. I understand a great many artifacts were recovered.

Thursday we toured Independence where the old courthouse and the Truman Home were pointed out. While there we toured the Bingham-Waggoner Estate. This is a lovely old three-story brick house containing twenty-six rooms. It has been beautifully re-

stored to its prime around 1855. Unfortunately there wasn't time to tour Cave Spring, but we did stop at some very fine ruts near the Blue Ridge golf course.

On the way home Saturday, I used Marc Simmons's reliable *Following the Santa Fe Trail* and collected several more snapshots for my album. By the time I neared Fort Larned, however, thoughts of home took over and it was non-stop to Lakin—but not to stay. I'm preparing for my second Elderhostel in Trinidad in May. My sister is going on this one with me, and I hope to make a "Trail Junkie" out of her. We'll see!

A MODERN ENCOUNTER WITH THE TRAIL

by Les Vilda

The Santa Fe Trail has an alluring quality about it. Marian Sloan Russel called it the "Land of Enchantment" and declared that, as early as the 1850's, it had powers over her mother who never seemed to be happy unless she was traveling over the Trail. After my first walking trip on the Trail in 1984, I knew what this enchantment "bug" was all about. I cannot explain it, but of all the places I have traveled the Santa Fe Trail is the one that beckons me back.

In 1987 I returned to the Trail with my pack donkey Joker. My intentions were to make a round trip, but circumstances beyond my control (which I will explain later) prevented that and I traveled only one way. I started from New Franklin, MO, and followed the Mountain Branch for a reason early travelers chose it—more water. Even though the Mountain Branch adds close to 100 extra miles, the assurance of something to drink is a comforting thought.

The historic Trail ran about 850 miles from Westport to Santa Fe by way of the Mountain Branch. Starting better than 100 miles east of Westport, I traveled close to 1100 miles before reaching Santa Fe. I had to be satisfied with traveling the nearest road to the actual Trail, thus putting on the extra miles. Practically the entire Trail is privately owned, requiring permission from owners to cross their property.

My trip began on April 20, 1987, and ended on September 10, 1987. I took a few weeks off in the middle of the trip to help set up a Mountain Man Program at a Boy Scout camp on the Spanish Peaks in southern Colorado. Overall my trip took 90 days to complete: 63

traveling days and 27 rest days. It rained on me 32 of the 90 days.

For comparison, in 1984, four of us and my pack donkey walked from Ft. Osage near Independence, MO, to Santa Fe, a distance of about 980 miles in 91 days, 80 walking days and 11 rest days. It rained on us only two days, both in the last week of travel.

I left New Franklin, MO, with my faithful donkey Joker, who went lame at Buckner, MO, about 100 miles distance. I had walked this section of the trip using Joker only to pack his food and mine, water, and equipment. Equipment at this point consisted of a diamond fly, bed roll, cooking pot, camera, change of clothes, and a brush, hoof pick, and watering bucket for Joker.

When Joker went lame I had him trailered back to Nebraska. I brought back to Kansas City a small covered wagon, about four feet wide and six feet long, which was built by a friend of mine in Wilber, NE. The rear wheels are steel dump rake wheels four feet in diameter and the front ones are also steel, two feet in diameter. The bows are made of small well pipe. I also brought a set of harness, parts of which were once used by my grandfather when he farmed with horses nearly 60 years ago.

In Kansas City I bought a horse, Zulu, who was already broke to harness. The horse was broke but I was not. For several days I received pointers and lessons on how to harness, hitch, and drive. This was done on the streets of Kansas City, and I probably learned quicker than most people because of the fear of getting killed had I done something wrong. It took close to a week before I felt confident enough to set out on my own on the Trail.

Traveling by wagon had both its good points and bad. One of the better points was that I could now carry some luxuries that I couldn't before. I was able to carry more food with me, which meant that I could stock up at a grocery store that had good bargains instead of having to shop town to town as I had to do while traveling with the donkey. I was also able to carry a straw filled mattress with me. I would stretch the mattress out inside the wagon which kept me off the ground and out of the rain in the evenings. I would roll the mattress and my wool blankets together and store them under the wagon seat while I was traveling during the day.

Probably the best point about traveling by wagon was that I could ride instead of walk. During an average 20-mile day, I would still get out of the wagon and walk three to ten miles, depending upon the terrain. It gave the horse a lighter load to pull and gave me a little exercise at the same time. On top of that, the wooden seat I had to sit on became somewhat uncomfortable after a few hours.

Wagon travel also presented its problems. It seemed there was always something coming loose, falling apart, or breaking. Bolts came loose, grease zerks came loose and fell out of the wagon wheels, or welds broke on the shafts or undercarriage of the wagon. On many occasions I wondered how the early trail travelers ever made a journey without a good supply of baling wire! One day, near Pawnee Rock, KS, I heard a sound like breaking metal. As I looked to the side of the wagon I found that I no longer had a rear wheel. All of the spokes broke away from the hub. Luckily the wheel wedged itself between the rear spring and the frame of the wagon. Even though the wheel was setting perpendicular to the wagon, it didn't allow the wagon to turn over on its side. It took me nearly three days to locate another set of rear wheels and to get back on the Trail.

There were very few "Ho-Hum" days on the Trail. I could always count on either Zulu or Mother Nature to come up with something to make the day exciting, especially Mother Nature with her heat, cold, rain, hail, wind, or combinations of any of the above. Probably the most intense storm I encountered on the trip was near Tecolote, NM. The storm only lasted 10 minutes, but it was a storm that will remain with me for years to come. When I left Las Vegas, NM, that morning it was a beautiful sunny day. There was a light breeze which helped add to what I thought was going to be a great day for traveling. I was traveling in a westerly direction. I pulled and tied the canvas (which was usually tied to the center bow so that I could see from side to side of the wagon) to the front bow so I wouldn't get completely drenched when the storm hit. Then it came! The wind changed from the north to the east with almost tornado-like force. Zulu had trouble keeping the wagon from running over the top of her. I got her off the pavement into the ditch where I was hoping she could get

better traction to hold the wagon. The temperature dropped to the point that it felt like a wintery day in Nebraska, and it began to hail. All of this happened within about the first 15 seconds of the storm. The hail came down as though it was just dumped from the sky, but the wind blew it so hard that the pea-size hailstones were blowing nearly parallel to the ground. Zulu was protected from the hail because of the wagon behind her. The wagon created the perfect shelter for her. Even though the horse was protected, I wasn't. The hail blew in the small window hole in the rear of the wagon and was beating me in the back of the head. I was able to protect my face with my arm as I reached behind my seat for a blanket to help protect me from the hail. The storm was so intense that it stopped all the traffic on the Interstate. After nearly 10 minutes of this the storm left at the same speed it had arrived. The sun came back out and the rest of the day was great.

As I mentioned, I had intended to make a round trip, returning by way of the Cimarron Cutoff. By the time I reached Santa Fe I realized a return trip was completely out of the question. After experiencing "horseless carriage" traffic on the highways I consider myself VERY lucky to have made it to Santa Fe in one piece. I didn't want my luck to run out trying to make it back to Missouri.

Unfortunately I had to stay on the pavement of the stretches of highway I traveled. Even though there was a grassy shoulder wide enough for me to travel on, it was matted with broken glass and shredded aluminum and tin. Such materials could have found their way into Zulu's feet and made her lame within a few hours. The horseless carriages were very impatient with a slow-moving vehicle blocking their normal path of travel. I had vehicles pass me, forcing oncoming traffic to take the ditch to avoid a head-on collision. I had vehicles pass me that ended up in the opposite ditch because their operators continued to look at me as they passed. I had vehicles pass me on the right-hand side (through the ditch). I had vehicles passing me on the left AND right sides at the same time. And then there were the vehicles that wanted to see just how close they could get to the wagon as they passed me, blowing their horns as they did.

Overall, my 1987 Santa Fe Trail

trip was a fantastic experience. Between the knowledge I gained of the Trail and of all the wonderful people I met, it made all the obstacles I needed to overcome worthwhile. One day I know I will be traveling the Santa Fe Trail again—I still have the "bug."

MORE MARKERS



Several more markers have been reported. Ruth Schibbelhut at the Hamilton County Historical Society in Syracuse, KS, reports one has been in their museum since the early 1970s or before. Its original location is unknown. Aaron Armstrong checked his photos to confirm that there is one on the stone schoolhouse at Wilmington, KS, and Katharine Kelley sent a photo of that one and two others (one at the Hays House in Council Grove and the other on a post on Santa Fe Road [old U.S. 50] northeast of Olathe). Charlie and Helen Judd of the Hays House at Council Grove wrote that they had purchased the one there "at Jameson's Antique Shop in Madison, KS, 15 years ago." They also mentioned the one northeast of Olathe.

Kelley sent information about others. A copy of p. 27 of Margaret Long's *The Santa Fe Trail* shows a sign on a tree at Lanesfield in Johnson County, KS, and tells that there were 27 of the signs "installed on electric light poles on the route of the Santa Fe Trail across Kansas City from Westport Landing to the state line." Another is located inside the west door of the log cabin at Black Jack Park east of Baldwin City. The latter, according to Philip Barnhouse (president of the Santa Fe Trail Historical Society at Baldwin City), was originally on a tree near St. Luke's Hospital in Kansas City, MO.

This now accounts for the present location of a total of 13 signs. Thanks to all who responded. Are there more? Please send word if you know of any others.

BACA HOUSE, BLOOM HOUSE AND PIONEER MUSEUM

by Joy Poole and Mark L. Gardner

[Ed. note: This is the tenth in a series on museums and historic sites along the Trail. Joy Poole is former administrator of the Baca/Bloom complex and is currently the curator at the Farmington, NM, Museum. Mark L. Gardner is current administrator of Baca/Bloom complex. Both are members of the SFTA board of directors.]

For a quarter century, there has been a trend toward preserving historic structures and small architectural districts across the United States. In the Corazon de Trinidad, a national historic district located in downtown Trinidad, two historic house museums of the Colorado Historical Society present excellent examples of two prominent and strikingly different styles of architecture along the Santa Fe Trail.

The adobe Baca House and Pioneer Museum and the brick Victorian Bloom House next door originally were preserved through the efforts of the Trinidad Historical Society and the Friends of Historical Trinidad. The Colorado Historical Society has administered the Baca, Bloom, and Pioneer Museum complex since the early 1960s, when the properties were given to the state.

The Baca House is a fine example of the "meeting of cultures" which the Santa Fe Trail brought about. Its architecture, known as territorial style, represents a combination of Anglo design and Hispanic construction. Built in 1870 by merchant John S. Hough, it is made of adobe bricks and wood materials which were readily available in the region. Other materials, such as the standing seam terneplate roof and glass window panes were freighted in once transportation systems started to improve along the Trail.

Territorial architecture was influenced by Greek Revival elements. This is especially evident in the white triangular pediments above the Baca House's doorways and double-hung windows. Other Anglo influences can be seen in the structure's hipped roof (complete with widow's walk), two-story plan, and front porch. In later years, Hough called it "a fine residence for them days."

In 1873 Hough sold his home to Maria Baca, wife of prominent sheep rancher Felipe Baca. Don



Baca House. (Courtesy Colorado Historical Society.)

Felipe Baca was one of the primary forces in shaping Trinidad's early settlement. Baca led 12 Hispanic families from Mora, New Mexico, into the Purgatoire River Valley in 1862. Besides sheep ranching, he was involved in territorial politics, and the lumber and mercantile businesses. The Bacas purchased the home and its furnishings for \$7,000, supposedly paid in wool.

Today, the Baca House is interpreted as the home of a prominent Hispanic family of the 1870s. It is furnished with a mixture of Victorian pieces and handcrafted Hispanic textiles and furniture artifacts. Some of the furniture is original to the home, including a bed which is documented as having been shipped over the Santa Fe Trail for John Hough (the shipping information can still be seen written on the back of the headboard).

Behind the Baca House is a long, one-story adobe structure called the Pioneer Museum. It is more typical of Hispanic architecture with its linear row of self-contained rooms, each with a door to the outside. Originally used as living quarters for household staff, ranch hands, and guests of the Baca family, it now contains history exhibits related to Trinidad and Southern Colorado.

The adobe Baca House and Pioneer Museum contrast sharply with the Bloom House's Second

Empire style of French architecture. Some people may remember the Bloom House from the movie *Badlands*, for which the exterior of the building was filmed as the home of a wealthy businessman. Others may be familiar with two romantic novels, *Twin of Ice* and *Twin of Fire*, written by Santa Fe author Jude Deveraux, who incorporated the picturesque mansion into her stories. In reality, it was the home of Trinidad pioneer businessman Frank G. Bloom and his family.

During his lifetime, Bloom engaged in a variety of occupations, from merchant to cattleman to a bank vice-president. In 1882, 15 years after he first made Trinidad his home, Bloom erected his mansion along the Santa Fe Trail adjacent to Trinidad's business district.

The Second Empire style was popular in America after the Civil War, a time in which Trinidad and Colorado boomed. The elaborate Bloom House is symbolic of an era of growth. Its mansard roof, the cupola atop its central pavilion, and the symmetry of its design are all strong elements of Second Empire construction.

The builder of the Bloom House was Charles Innis, a stone contractor who is said to have used bricks manufactured in Trinidad in construction of the house. Outstanding details include inset quoins of white native sandstone



Bloom House. (Courtesy Colorado Historical Society.)



CAMP TALES —CHAPTER REPORTS—

Cimarron Cutoff

No report received.

Texas Panhandle

by Dennis C. Clayton

As of March 1 of this year, the Texas Panhandle Chapter had 19 paid-up members with several more still expected to come in. The chapter is working on a logo and is hoping to design and put out a brochure some time this year. Chapter President Charles Pitts will be relinquishing his duties as president this spring and may possibly be moving to New Mexico. All are looking forward to the Santa Fe Symposium in September.

Wagonbed Spring

by Fern Bessire

It is now possible to reach the Wagonbed (Lower) Spring site easily in a passenger car. Access to the National Historic Landmark on the Cimarron River in Grant County, KS, has been a problem for years, but thanks to the county commissioners the road is being improved.

Wagonbed Spring Chapter members had a work day at the site on Saturday, April 22, the first physical step in restoring the once-famous watering place and creating an oasis on the now-dry river.

Plans include drilling a water well, returning the DAR and NPS markers to the original location, building a pipe fence enclosure, planting trees, erecting signs, providing picnic facilities, and (naturally) sinking a wagon bed in the "spring."

Minter-Wilson Drilling of Ulysses is donating the well; Mesa Petroleum has given the pipe; Mobil Oil Foundation and Dr. Steven Joyce (landowner) have donated some funds.

The chapter, which now has 45 members in six area counties, was conditionally approved by SFTA in November 1988. We look forward to the Symposium and complete acceptance into the SFTA roster of chapters.

which emphasize the corners of the building and enrich the overall structure. The different textures of various woods used in the bracketed cornices and linear dentils add decorative details.

The Bloom House is elaborately furnished with Victorian pieces of the period. Unlike the whitewashed walls of the Baca House, however, the walls of the Bloom House are covered with colorful wallpaper of several designs. Combination gas and electric lights hang from the ceilings and ornate carpets cover the floors.

Besides the chance to view two distinct styles of historic architecture, a tour through the Baca, Bloom, Pioneer Museum complex offers the opportunity to observe, in one city block, over a decade of transition in Colorado and Southwestern History. From the Baca House to the Bloom House visitors pass from territorial days to 'statehood' and from the era of wagon and stage roads to that of the railroad. One can also compare the lifestyles of two cultures living side by side, one Hispanic and one Anglo, perhaps the greatest legacy of the Santa Fe Trail.

The Baca House, Bloom House and Pioneer Museum complex is located on 300 East Main Street. The complex is open to the public

on a seasonal basis, from Memorial Day weekend to Labor Day weekend. Hours are Monday through Saturday, 10:00 a.m. to 4:00 p.m. Admission is \$2.50 for adults and \$1.25 for children and senior citizens. For more information write to the administrator at P. O. Box 472, Trinidad, Colorado, 81082. Or call (719) 846-7217.

VISITATION REPORTS

These additional reports arrived and are much appreciated. We are waiting to hear from the remaining sites. Please help.

Ralph's Ruts, 1986-1988:

1986	275
1987	290
1988	347

Fort Larned NHS, 1979-1988:

1979	22,908
1980	24,036
1981	22,616
1982	24,419
1983	60,788
1984	67,292
1985	56,761
1986	55,138
1987	43,565
1988	48,012

Baca/Bloom & Pioneer Museum, 1987-1988:

1987	4,733
1988	5,709

Heart of the Flint Hills

by Don Cress

The Heart of the Flint Hills Chapter was organized November 1, 1988, as a not-for-profit corporation in four Kansas counties. The directors elected were Joyce and Charles Noonan of Osage County, Joleen Day and Morris DuBois of Lyon County, Dean Spittles and Jack Gieswein of Morris County, Phyllis Melton and Edward Costello of Marion County, and Donald Cress as director-at-large.

The corporate office is at 130 West Main, Council Grove, KS 66846. The chapter's objectives are to protect and preserve the existing Santa Fe Trail characteristics, sites, and historical legacy in these respective counties. Plans include restoration projects, trail rides, and community service projects. To date the chapter has developed road signs to identify Trail ruts along county roads that are visible in each county. A research team has been appointed to make recommendations regarding the "Birthplace of the Santa Fe Trail" signs at Council Grove. Joan Gieswein and Doris Cress have contacted the ten libraries in the 125-mile span of the Trail, initiating a reading program. The libraries were asked to increase their supply of Trail books as well as feature a Santa Fe Trail week in May or June.

The response was good, and some libraries will also display paintings, sculptures, and carvings portraying the Trail. The libraries were asked to use their community newspapers to inform the public of the project. Hopefully this will make the reading public more aware of the Santa Fe Trail.

The directors are working with the landowners of the site of the Havanna Stage Station on K-31, four miles west of Burlingame, to acquire the property and restore the station to its 1865 condition. To do this they will solicit help from other organizations in the area.

Membership in the chapter now is 75. The chapter requests SFTA members to join the group in 1989 and become charter members. This year the fee is \$2.50 for the chapter, in addition to SFTA dues. The plans are made for the 1989 Santa Fe Trail Ride, which will start at 11:00 a.m., June 7, three miles north of Durham, KS, on K-15, and continue through June 12 to Burlingame, KS. <

POST OFFICE OAK —LETTERS—

Editor:

As the former team captain for the National Park Service's Santa Fe Trail study, I haven't been able to get the Trail out of my blood. Six months in Massachusetts has not dulled my interest and enthusiasm for the Trail. Memories of bouncing along a dirt road in search of "ruts" with Jere Krakow, Gregory Franzwa, Leo and Bonita Oliva, David Gaines, and the countless Trail buffs we met along the way will live with me forever.

While I'm enjoying my assignment as planning director for the Salem Project in Salem, MA (I've traded in my wagon for a witch's broom), I still thirst for more information about the Trail. Here is my check for membership in SFTA.

Michael J. Spratt
83 Plymouth Ave.
Swampscott, MA 01907

Editor:

Greetings from the Virginia delegation of the SFTA! I have been a member for less than a year. I joined last summer while attending the Rendezvous. At that time I was living in Overland Park, KS, and working as a volunteer at the Mahaffie House. I miss Kansas dearly, and there are no ruts here (except on the Capital Beltway!).

Since joining SFTA I have become smitten with the Trail as have many others. I've read everything I can find. I've visited the Library of Congress and compiled a bibliography of Trail books so I can keep on reading. Thank you for your work on *Wagon Tracks*. I look forward to each issue (even more so now that I'm on the east coast), and I am looking forward to the Symposium.

Linda S. Johnston
5900 Fultons Landing Ct.
Burke, VA 22015

Editor:

Has anyone written a story on the SFT Boy Scout Hiking Trail between Burlingame and Council Grove? When we were there in 1984 many of the wheel signs had just been repainted. If that story has not been written, someone should do it. It would be interesting to have a piece on it in *WT*. When was it marked? What troops have hiked it? Etc.

Aaron and Ethel Armstrong
507 Twin Diamond Road
Roswell, NM 88201

The story of the BSA Hiking Trail would be welcome. Will someone out there do it?

Editor

Editor:

I would like to have a complete map of the Santa Fe Trail and other trails leading into it. Where can I get these maps and what is the price? I am a director of the new Heart of the Flint Hills Chapter from Lyon County. We live four miles southwest of Wilmington on the Trail.

Morris A. DuBois
RR 2, Box 108
Burlingame, KS 66413-9802

Gregory Franzwa, a member of the NPS Trail study team, is preparing the maps for that project. When these are completed, you may obtain copies of the maps from the Supt. of Documents. The maps, with additional information, have just been published by Patrice Press. Maps of the Santa Fe Trail, including 99 map panels, is available in hardcover for \$24.95 or in a loose-leaf binder for \$29.95, plus \$2.95 for shipping, from Patrice Press, 1701 So. Eighth St., St. Louis, MO 63104. It should be noted that the public meetings to consider the draft plan, including the maps, have not been held, and there will likely be changes in the maps following those meetings.

Editor



Editor:

When I was in Kansas recently I read with interest the *Wichita Eagle-Beacon* story about the Santa Fe Trail. I enclose a picture taken last year of a cave in which my great-great-grandparents lived on the Trail, when they moved to Kansas in 1874 from Bloomfield, Iowa. His name was William Burch.

The cave is located one mile west of Highway 99, four miles north of Admire, KS. It is directly on the Santa Fe Trail. I would be interested to know if other such caves still exist.

Sharon Brown
945 N. Pasadena #103
Mesa, AZ 85201

GEORGE C. YOUNT: A CALIFORNIA PIONEER WHO WENT WEST ON THE OLD SANTA FE TRAIL

by Virginia Lee Fisher

[Ed. note: This is the eighth in a series on merchants and personalities on the Santa Fe Trail. Virginia Lee Fisher, Ph. D., is a member of SFTA and the Santa Fe Trail Advisory Council. She lives in Arrow Rock, Missouri.]

Santa Fe Trail heroes made names for themselves by being the first, leading the largest caravan, or reporting the most extraordinary adventures. The lives of less-noted Trail travelers are worth remembering as part of the saga of the Trail.

Yountville, California, in the heart of Napa Valley wine country, seems an unlikely place to find a Santa Fe Trail connection. But California history records the adventures of George Yount, for whom Yountville was named (Dutton). It begins with his life in Missouri, his adventures in Trail country and travel on the Trail to enterprises in Santa Fe and Taos and westward with other Missourians.

Yount's ancestors (then Jundt), Pallatinates from Alsace left their homeland in 1731 to arrive in Philadelphia and were among immigrants sponsored by William Penn (Camp, Wood). Later the family moved to North Carolina. George was born there in 1794, the sixth of eleven children. By 1800 the family trekked westward to Bollinger County in southeast Missouri, west of Cape Girardeau and the Mississippi River. With other German families they cleared land and established farms. In 1812, when George was 18, the area suffered a disastrous earthquake. Land and river channels changed and disrupted farming.

George enlisted in the state militia and traversed the Missouri River territory. By 1814 he was in the Boonslick area. In his memoirs he tells of swimming the Missouri River at Arrow Rock and traveling west to the Miami Fort to quell Indians (Camp). Later he ventured west, past Lexington to Fort Osage, then returned to Cooper's Fort across the river from Arrow Rock. In 1816 he raised a corn crop on rented land; in 1817 he returned to Cape Girardeau and drove cattle back to the Boonslick where he bought land. He later recalled that he paid for the land twice, but the sale was invalid.

Trying again, Yount went across the River to Edmonson's Bottom in Saline County (between present Slater and Glasgow) where he claimed land under a New Madrid grant provided for those who were displaced by the earthquake. At the time, Yount could neither read nor write. He trusted the word of others and came up a loser time after time. At Edmonson's Bottom he joined a group of settlers who engaged in a "communistic" endeavor (Saline County History): Cropland was cleared as a group effort, allocated to individuals, and farmed jointly. Yount failed to sustain his claim.

In 1818, at thirty-four years of age, George married Eliza Wills, age fifteen, the eldest of eight children. He had entrusted one thousand dollars, with no security or receipt, to an older friend. In claiming his funds he found that again he had been bilked.

By 1826, five years after Becknell's first trading journey on the Trail, Yount, with a fifty dollar advance, agreed to drive one of Hickman and Lamme's teams to Santa Fe. It is likely he went with the party of eighty to one hundred people who left in late May from Arrow Rock. Ewing Young was on this trip (Barry).

In 1826 the trade at Santa Fe was at a standstill due to an excess of foreign goods and lack of capital. Yount gave up his plan to return to Missouri and began a ten-year odyssey of the West. He set off with a band of free trappers in 1827. With two horses, two mules, and traps, he headed for the Gila River to catch beaver. Returning to Taos, Yount cached eight thousand dollars worth of beaver skins. American trappers operated on the fringes of legality, at best; a year's catch of furs could be confiscated by Mexican officials. At Taos Yount found his partners, from whom he expected payment of his share of profits, pleading hard times. Yount was talked into bringing in his furs. He lost again.

Yount was planning a trip to California to purchase mules and drive them back to Missouri. He had sent letters to his wife in Missouri, which may have been intercepted by his father-in-law. Eliza filed for divorce in 1829. Yount joined an expedition of sixteen men led by his friend from Arrow Rock, William Wolfskill (Wilson). They arrived in California near Los Angeles in 1830, and Yount, now at loose ends, decided to remain in California.

He had heard of the sea otter, whose furs brought a fancy price. Sponsored by Captain William Dana, cousin of author Richard Henry Dana, Yount gave bond to the Mexican authorities. Yount, now known as "Captain Buckskin," spent five years traveling up and down the California coast hunting sea otter. At thirty dollars per skin, this was a lucrative venture.

In 1836 Yount was ascending the Sacramento River. His party came to a desolated Indian village. Dead bodies of smallpox victims were scattered throughout the village. Hearing the cries of an infant, Yount investigated and found a three-year-old girl. He took the child with him.

Yount went to the Mission at Sonoma. There his skills at carpentry and his mechanical ingenuity became an asset. In the absence of the priest, Yount was put in charge of the mission for several months. His talents were recognized by General Mariano G. Vallejo, military commander of upper California, and he was employed by Vallejo to split shake shingles for his home. Vallejo encouraged Yount to apply for a land grant. In the spring of 1836 Yount was given title to Caymus Rancho in the heart of Napa Valley. To qualify for his 8,000-acre grant, he became a Mexican citizen and was baptized in the Catholic faith as Jorge da la Concepcion Yount.

Caymus Rancho was named for the native Indians and surrounded the present site of Yountville. Yount, taking his little Indian girl and his rifle, pitched his tent and entertained his first guest, a 1500-pound grizzly bear. After dispatching the bear, Yount built a substantial timber blockhouse.

Yount set up grist and saw mills, raised wheat and corn, horses, cattle and sheep, and established orchards and vineyards. His flouring mill was the first in California.

In 1843 Yount received an additional grant of 40,000 acres at La Jota on Howell Mountain east of Napa Valley (Dutton). Among the many visitors who enjoyed Yount's hospitality were Joseph and William Chiles, old neighbors from Missouri and Trail travelers. They brought news of Yount's family at the Boonslick and offered to bring them to California. They returned in 1843 with some of his children.

By 1848, as California became



"Country Squire" by George Caleb Bingham (c. 1847).

part of the United States, Yount was affluent and well established. In 1849, after gold was discovered at Sutter's mill, Yount's rancho, like others, was overrun with squatters who appropriated livestock and crops at will. In the transition of Spanish land titles through the California courts, there were constant legal battles to maintain claims against the squatters.

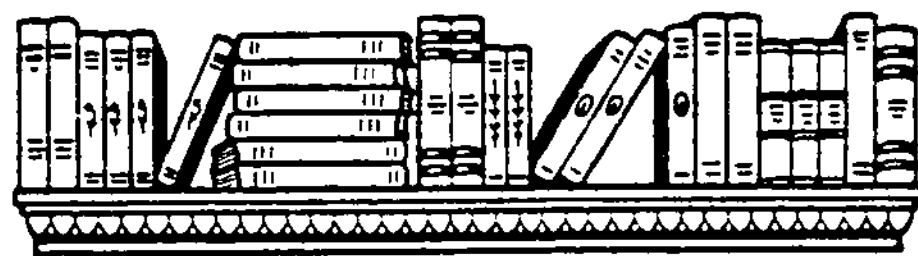
Yount's wife in Missouri, Eliza, died in 1850. In 1855 he married Elisabeth Gashwiler, widow of a minister. She took over management of his financial and legal affairs (Dutton). His holdings, with no debts, were worth over \$350,000 at that time.

Yount died in 1865 at Caymus Rancho and was buried at Yountville cemetery which he had donated. Photographs of Yount in later life (c. 1855) portray his portly frame and stern demeanor (Camp). At about the same time, George Caleb Bingham, Missouri artist who had lived in Arrow Rock, was rendering sketches for his genre paintings of boatmen, trappers, and pioneers and the "Election Series." For the latter he sketched "The Country Squire" (Constant). George Yount, the "kindly host of Caymus Rancho," who had gone west over the Santa Fe Trail, could have been the subject.

It should be noted that Bingham's sketches for his famous paintings of Missouri River and pioneer life and politics were purchased by the people of Missouri in 1975. They are now at the Nelson-Atkins gallery in Kansas City and the St. Louis Art Museum.

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CONVERSE OF THE PRAIRIES —BOOK NOTICES—

William Mills, *The Arkansas—An American River*. Fayetteville: University of Arkansas Press, 1988. Illus. Cloth, \$30; paper, \$20.

This history of the river along which a fair portion of the Santa Fe Trail ran, is recommended to everyone interested in the region. SFTA Ambassador Paul Bentrup, who contributed information and whose photo appears in the volume, declared: "This is a wonderful book, there isn't anything else like it. He doesn't mess around with flow charts and all that stuff that nobody would be interested in anyway. Instead, he tells about the river's history and its wildlife. It's his way of helping people understand what the river really means. A lot of people think water is the only important thing about the river, but it's more than that. It's a part of us."

Paul D. Friedman, *Valley of Lost Souls: A History of the Piñon Canyon Region of Southeastern Colorado*. Denver: Colorado Historical Society, 1989. Monograph 3 of *Essays and Monographs in Colorado History*. Pp. 122. Maps, notes, index. Paper only, \$4.95, plus \$1.50 postage. Order from Colorado Historical Society Museum Store, 1300 Broadway, Denver, CO 80203.

This study has as its primary focus a 380-square-mile tract of land along the Purgatoire River in Las Animas County now known as the Fort Carson-Piñon Canyon Maneuver Area. This controversial parcel was taken over by the

U. S. Army in the early 1980s and the present study has its roots in an earlier historical report funded by the Army under the National Historic Preservation Act.

Friedman's *Valley of Lost Souls* contains extensive research into local records and also draws on interviews with former area residents. It is perhaps most valuable for its account of settlement and use of this region from about 1870 through the early 1900s. Trail buffs will find chapter two, "Destitute Ravines, Early Explorers, and the Santa Fe Trail," especially interesting.

Mark L. Gardner, ed. *The Mexican Road: Trade, Travel, and Confrontation on the Santa Fe Trail*. Manhattan: Sunflower University Press, 1989. Illus., notes, maps, index. \$12.00 postpaid. Order from Sunflower University Press, P. O. Box 1009, Manhattan, KS 66502-4228 (order form inserted with this mailing).

The April issue of *Journal of the West*, available now from the above address for \$10 postpaid, contains an introduction by the editor and ten articles on the Santa Fe Trail: "To the Westward: William Becknell and the Beginning of the Santa Fe Trade" by Larry Mahon Beachum; "The Glasgows: Missouri Merchants in the Mexican Trade" by Mark L. Gardner; "Gnats, Goods, and Greasers: Mexican Merchants on the Santa Fe Trail" by David A. Sandoval; "Conn and Hays: Council Grove's Trail Merchants" by Kathryn Davis Gardner; "Westward to Health: Gentlemen Health-Seekers on the Santa Fe Trail" by Barton H. Barbour; "The Wagon Mound Massacre" by Marc Simmons; "The Santa Fe Trail in Wartime: Expansion and Preservation of the Union" by Leo E. Oliva; "Rediscovering the Fort Leavenworth Military Branch of the Santa Fe Trail" by Stanley B. Kimball; "Preservation Efforts on the Santa Fe Trail" by Jere L. Krakow; and "The Santa Fe Trail System" by William G. Buckles.

These articles and three more ("Conestogas on the Santa Fe Trail," "Kate Kingsbury: A Death on the Santa Fe Trail," and "A Photographer Explores the Santa Fe Trail") will appear in the book edition cited above. This is an excellent collection of Trail material, including many fine illustrations, which appeals to buffs and serious scholars alike. The editor and many of the authors are active members of SFTA. ◁

THE SANTA FE TRAIL IN THE FORT UNION-WATROUS AREA

by Harry C. Myers

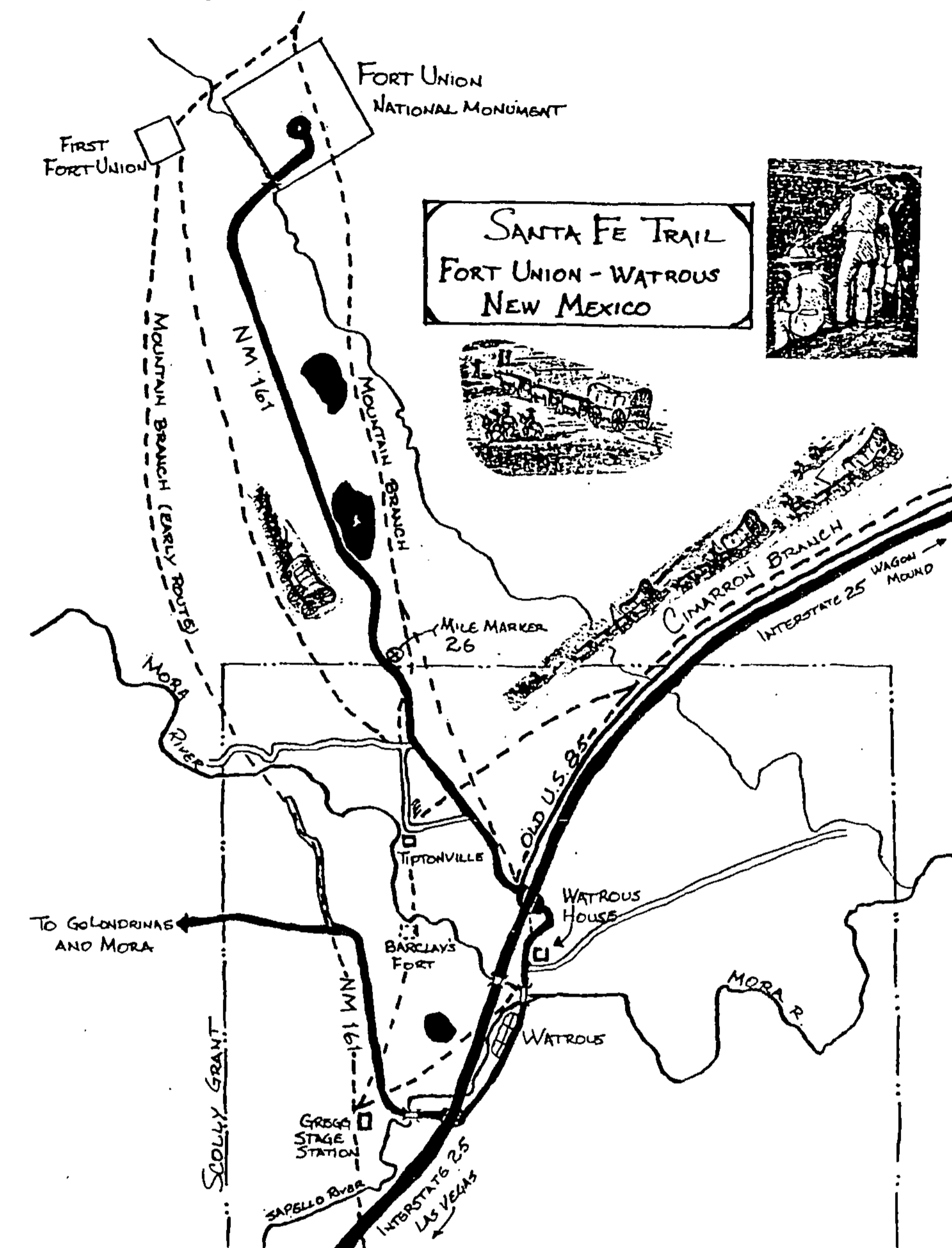
[Harry C. Myers is superintendent at Fort Union National Monument and a member of SFTA.]

The most significant number of Santa Fe Trail remains anywhere are found in the Fort Union-Watrous area of New Mexico. The area was originally called La Junta de los Rios Mora y Sapello (the junction of the Mora and Sapello rivers) and simply known as La Junta. In this tree-shaded valley, the intersection of the Cimarron and Mountain branches of the Trail occurred. Mexican traders sometimes halted here and waited until enough wagons had gathered to make a safe journey across the plains to Missouri.

The soil of the Mora and Sapello river valleys was fertile and surrounding grasslands were perfect for stock grazing. In 1843 John Scully and nine others petitioned Mexican Governor Manuel Armijo for a grant of land at La Junta. The grant received, Scully and the others colonized the triangular valley at the junction by November 1843. But the Scully grantees were not the first to settle in the valley.

In 1841 an Englishman by the name of James Boney, with his Mexican wife, settled and began to cultivate the land and build an irrigation ditch. Lt. W. H. Emory, with Brig. Gen. Stephen W. Kearny's Army of the West in 1846, reported: "Six miles brought us to the first settlement we had yet seen in 775 miles. The first object I saw was a pretty Mexican woman, with clean white stocking, who very cordially shook hands with us and asked for tobacco. In the next house lived Mr. Boney, an American, who has been some time in this country, and is the owner of a large number of horses and cattle, which he manages to keep in defiance of wolves, Indians, and Mexicans. He is a perfect specimen of a generous open-hearted adventurer, and in appearance what, I have pictured to myself, Daniel Boone, of Kentucky, must have been like in his day. He drove his herd of cattle into camp and picked out the largest and fattest, which he presented to the army." Boney was killed shortly thereafter by Indians and his family moved out of the valley.

In 1849 Alexander Barclay, an Englishman, and J. B. Doyle, an American, came to La Junta. Formerly Indian traders on the plains



associated with Bent's Fort, the two built a trading post on the Mora about a mile above the junction of the rivers. During the 1850's Barclay's Fort, resembling Bent's Old Fort, became a well-known stopping place on the Trail. Only scattered foundation stones are now left to mark this once important trading establishment and stage station.

Samuel B. Watrous, who came to New Mexico from Vermont in 1837, settled with his family at La Junta in 1849. He bought one-seventh interest in the Scully Grant and built a great adobe ranch house and store at the junction of the Mora and Sapello rivers. He amassed large herds of cattle, engaged in trade on the Trail, and sold merchandise to the

garrison at Fort Union and travelers on the Trail. When the railroad came in 1879, Watrous donated land for a townsite. Because the railroad already had another La Junta in Colorado, Watrous's name was given to the new railroad town. The Watrous house still sits in the valley immediately north of the town of Watrous. A portion of the original house was torn down in the late 1950s. However it was faithfully reconstructed from Historic American Building Survey drawings done in 1940. The house today is the headquarters of the Doolittle Ranch.

Watrous had several daughters who married and settled in the valley. George Gregg married one and became the manager of the

Barlow-Sanderson Stage Station at an intersection of the trails just above the crossing of the Sapello River. This station, known as the Gregg Stage Station or the Sapello Station was a "home station" where stages made half-hour meal stops. On New Mexico SR 161 south of Watrous and west of I-25, the stage station still exists looking much as it did during the 1860s and 1870s when stagecoaches stopped there. It is now a private residence.

Another Watrous daughter married William Tipton in 1849, who with his brother came through La Junta in 1846 with the Army of the West. Tipton went into partnership with his father-in-law and settled about a mile above Barclay's Fort in the valley. By 1870 he had laid out a townsite around his ranch. Tiptonville contained stores, saloons, a church, and a school. On the Mountain Branch it became a stopping place for caravans on the Trail and a gathering place for the soldiers from Fort Union. Although Tipton's impressive ranch house burned, foundations of it remain along with what is reputed to be his store and a stage stop. The adobe remains of ten largely unaltered buildings exist, reflecting the adobe-brick construction characteristic of the Territorial period. Tiptonville lies off NM SR 161 on the way to Fort Union. It can be reached by a county road which goes through the old town following the Santa Fe Trail and returns to SR 161. Trail ruts are evident both north and south of the town. To the east of Tiptonville and SR 161, a cutoff from the Cimarron Branch leads into Tiptonville and is evident coming down the hill. Both the town and these ruts are private property, but visitors are welcome to drive the county road through the town and view the ruts from SR 161.

Fort Union was established in 1851 for the protection of northern New Mexico and the Santa Fe Trail. It soon became the major quartermaster depot for the Southwest. Immense wagon trains carrying supplies for the military in the Southwest snaked over the plains to the depot at Fort Union. Trail ruts abound around the fort and weave through and around the remaining adobe structures. Here, one is able to stand in the ruts and follow their course through the fort property. From here one can look south to the La Junta valley and see at least three courses of ruts as they

cross pasture land and head into Tiptonville and Watrous. Fort Union was declared a National Monument in 1956. It is now administered by the National Park Service and is open each day of the year except Christmas and New Year's Day.

South of Fort Union on SR 161 one passes two ponds. These are Los Pozos where Kearny and the Army of the West camped in 1846. Continuing on, the Army occupied Santa Fe for the United States without firing a shot.

At mile marker 26 on SR 161 are probably the most evident set of ruts. They come over the hill and head straight into Tiptonville. Erosion has deepened these ruts to a depth of six feet or more. Just before the junction of SR 161 and I-25 ruts may be seen coming over the hill and heading into the Watrous Store. Black Willow Trees, reportedly planted by Watrous, line the old Trail, funneling travelers almost to the front door of the store. As a stretch of the Mountain Branch ran straight from Fort Union to Watrous, bypassing Tiptonville, this is considered an intersection of the two branches. If you follow the road into Watrous, you will be on the Trail when you are at the point where Black Willows line the road. A drive around the town of Watrous, little changed since most of the structures were built just before the turn of the century, gives one a good feeling for the New Mexico town of that era although many buildings are in a state of disrepair.

Traveling on old US 85 between Watrous and Wagon Mound, one can, at a leisurely pace, inspect ruts of the Cimarron Branch. Although ruts are visible from I-25, the old highway gives one a chance to move slowly without much traffic. South of Watrous and .3 mile south of mile marker 364 on the west side of the road is the Trail leading from the Sapello crossing to Las Vegas. Another routing parallels I-25 on the east to the crest of the hill but is difficult to see.

The present day La Junta valley is little changed from the time when mules and oxen pulled wagons along the Santa Fe Trail. The most obvious intrusion, Interstate 25, is quickly lost once one gets into the countryside. In this land of wide-open prairies and endless sky, visitors can return to a slower time of a hundred years ago and get a feel for the commerce of the prairies. ◁

COUNCIL TROVE —DOCUMENTS— CAMP NICHOLS

Maurine S. Fletcher provided the following material on Camp Nichols: the order to Kit Carson to establish the camp, an artist's conception of how Camp Nichols appeared, and the reminiscences of Mrs. R. D. (Marian) Russell. Marian Sloan Russell's book, *The Land of Enchantment*, contains information about her life at Camp Nichols, but this version presents additional material. These two articles and others about Camp Nichols were printed in the *Boise City News Historical Edition*, Summer 1968.

Department of New Mexico
Assistant Adjutant General's Office
Santa Fe, N.M.
May 7, 1865

Colonel Christopher Carson with Major Albert H. Pfeiffer and Companies C and L of his regiment, and Company F., First Cavalry California Volunteers will proceed from Ft. Union, New Mexico, starting on the 20th inst. to Cedar Bluffs or Cold Springs on the Cimarron route to the States where, at or near one of these places, Colonel Carson will select and establish a camp. . . . The object of establishing this camp is to have troops at that dangerous part of the route in order to give protection to trains passing to and from the States. The details as to how this force can best effect its object is left entirely with Colonel Carson.

By Command of Brig. Gen. Carlton.
Asst. Adj. Gen. Ben C. Cutler.

That summer of 1865 at Camp Nichols on the Cimarron Cutoff of the Santa Fe Trail was related, many years later, by Mrs. R. D. (Marian) Russell:

I was born in Illinois and was married at Fort Union, New Mexico, in February, 1865 to Lieutenant R. D. Russell, a member of the regular Army, though a Canadian by birth. My wedding journey, I might say, was made to Camp Nichols.

In May, 1865, orders were given Kit Carson to march eastward along the Santa Fe Trail, which passed Fort Union, and establish a cantonment for the protection of the wagon trains and stages along the route to the end of the railways in Missouri and Kansas. The Arapaho and Apache had added their forces to the Cheyennes, Kiowas and Comanches, and wagon trains had almost ceased trying to cross the Plains without military escort.

It has ever been the policy of this government to keep always in mind the permanent good of the white man while bestowing as many indulgences upon the Indian as it could.

I did not go to the new point of defense until about 2 weeks after the troops had been at work at Camp Nichols, as it was called, some 120 miles east of Fort Union. I was then 20 years of age.

Kit carson, who marched from Fort Union with his regulars and selected the site, would not let me make this initial journey in May, although I begged that I might accompany my husband and others and scoffed at the idea of danger. But the colonel was obdurate. Perhaps 15 days after their arrival at Cedar Bluffs, he ordered Lieutenant Russell to proceed with wagons and an escort to Fort Union and on his return I accompanied him to Camp Nichols.

On our arrival in June, 1865, we lived in army tents until our houses were completed. The latter were built of stone, half in the ground and half above, and had dirt roofs supported by logs. Timber for roofs and other purposes was cut at the head of one of the canyons 11 miles west, and laboriously hauled to the new camp. The rooms were just on the outside of the fort, some 20' from the south wall.

In these officers' quarters lived Major A. H. Pfeiffer, in command after Carson left, Capt. R. C. Kemp, Capt. Strom (California Company), Capt. William Henderson and Lieutenants John Drenner, Campbell and Ortnier. We had also 10 Indian scouts and 2 squaws and there were 2 laundresses, wives of Mexican soldiers of one of the companies, who washed for the infantry and cavalry, each soldier paying \$1 a month for laundry work. Mrs. Henderson, wife of the officer, and I, with the above were the only women in camp.

The soldiers, some 300 in number, slept in tents and dugouts

within the enclosure. The Cheyennes and Arapahoes were especially bad east along the Trail, and every 2 weeks, as the wagon trains collected from the west at Nichols, an escort of our soldiers would accompany them to Fort Dodge or Larned and return with wagons westbound.

Captain Strom of our California Company was the first detailed to go east and 2 weeks after, my husband made the second trip to Fort Larned on the Pawnee Fork, Kansas, where he joined Strom's company, and together they made the return to Camp Nichols, 32 days being required for the journey. On this trip there were over 500 wagons, drawn by mules, horses and oxen, which stretched out great distances by day and corralled at night, and, being heavily loaded, moved slowly. One of the caravans I recall was that of John and Andrew Doll of Las Vegas, and another, Mr. Lunnings', of Albuquerque.

It was an imposing sight to watch the arrival of this great cavalcade of covered wagons, with their massive, clanking wheels and high bodies, to listen to the cries of the men, the cracking of whips of drivers of the "bull" teams, to follow the majordomo, as on horseback, he went up and down the line urging forward the tired animals, flanking which rode members of the cavalry, and then to see, about sunset, this moving mass as it halted and prepared for the darkness soon to come.

Life at Camp Nichols often was monotonous. Our mail was irregular, arriving from Fort Union by express, and this was supplemented from occasional passing caravans westbound. Our house consisted of 2 stone rooms, dirt floors and roof, with blankets for doors, and

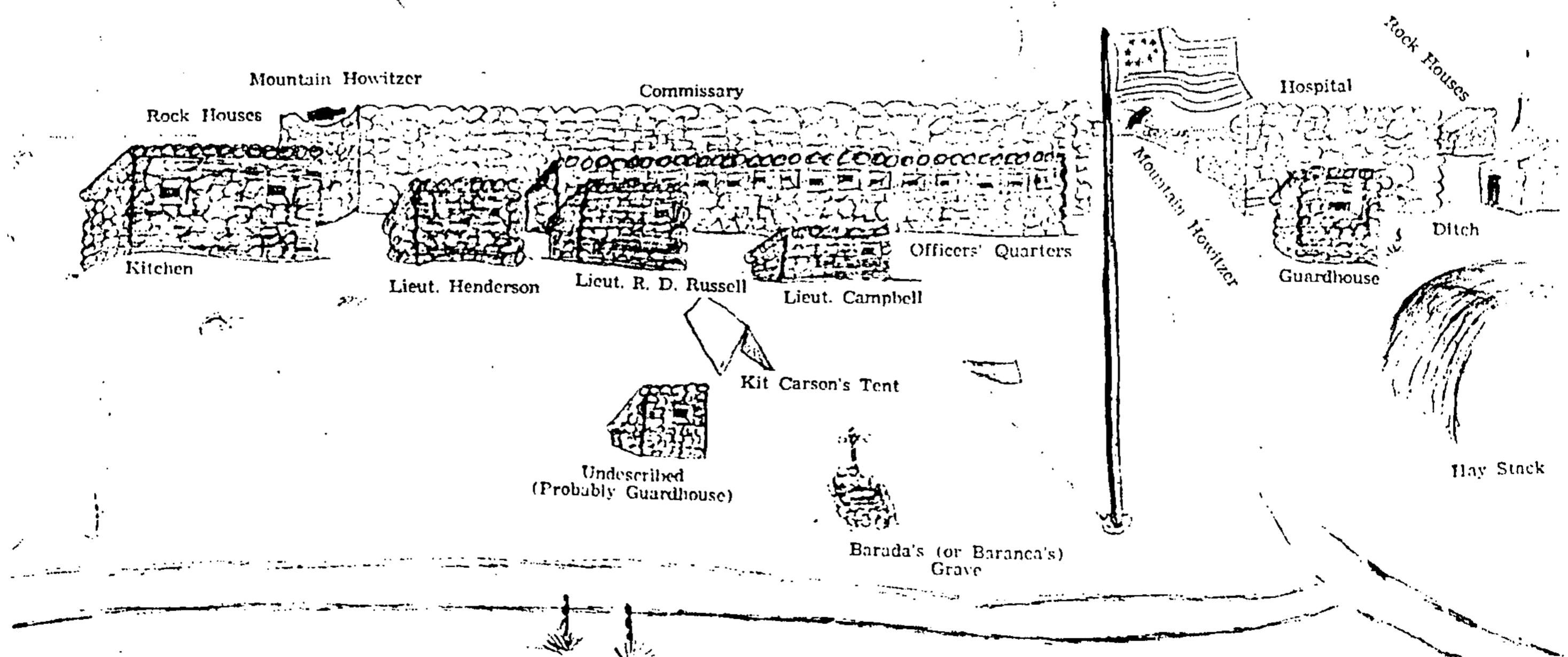
white cloth over the window frame in place of glass. Our water was brought from the stream some 600' away, in buckets, and a soldier of our company was assigned us as cook.

The fare consisted of hardtack, bacon, beans, beef, flour, with sugar and coffee. We had no rice, dried fruit nor potatoes or fresh vegetables; neither had we stoves, and all cooking was done in Dutch ovens, usually in the fireplaces. Sometime in the summer of 1865, Sutler W. H. Moore of Fort Union, sent over some "delicacies" in the way of canned goods, most of which we consumed in 2 days. They consisted of peaches and other preserved fruit, No. 3 cans, and oysters and pickles in small bottles, and for these we paid \$2 per can or jar, which, though costly, we reveled in after the daily fare of government rations.

Beef was plentiful from our herd of cattle, driven from Fort Union and guarded day and night near the fort. The scouts killed deer frequently along the breaks north and east of us, and the squaws dressed the hides from these at the stream under the bank from the cantonment.

The furniture was simple. Our bed was made of a log 6' long split in two and laid on the floor, then covered with boughs and blankets. A folding army table with no chairs completed the list.

I distinctly recall Kit Carson—in action, looks and appearance. He was present only 15 days at Camp Nichols after my arrival in June, and occupied an army tent just east of ours. He was exceedingly kind and courteous to me, a man short of stature, slow of speech and sparing in conversation, though ever solicitous of our comfort. He visited



An artist's conception of Camp Nichols, drawn by Bucky Walters.

much with us, and I remember his crude English: "whar" for where and "thar" for there. I do not recall that he superintended to any great extent the work of the soldiers, which seemed to go on with the regularity of clockwork.

His tent was some 50' from ours, and generally had its sides rolled up. Within it Colonel Carson lay much of the time during the day, on his rough bedstead made of 4 short forked posts set in the ground with poles across, and scanned the neighboring elevations, looking for Indians which, however, never came.

One night, during a wind and rain storm, his tent blew down, and he had to call the sergeant of the guards to come and get him out.

The last time I saw him was as he, leading his horse, stopped at our tent, before our stone rooms were completed, to bid me goodbye the morning he set out for Fort Union and again warned me not to go out "thar" as he pointed off to the Santa Fe Trail, as the Indians might get me.

I was the last person he addressed before he mounted and rode away. I was never to see him again. He and all the officers at Camp Nichols wore their uniforms most of the time, though occasionally they donned cloth blouses when scouting. Capt. Strom was the most proper officer at Nichols, and I never recall seeing him with his coat unbuttoned.

And so the summer of 1865 passed quickly enough for us at the cantonment; finishing walls and houses and performing military duties. My time was spent in short walks, watching the squaws as they busied themselves about the fort or tanned deer hides at the stream, and with occasional rides on horseback with Major Pfeiffer, who taught me how to mount and sit in the saddle. His wife had, shortly before this, been killed by the Indians and he was shot in the thigh with an arrow, which ever afterwards caused lameness and a great hatred of "Injuns."

One story I must tell of Major Pfeiffer. At Nichols one of the soldiers had a pet crow. The bird would fly into houses and rooms and help himself at will. One day we found that it had visited Pfeiffer's quarters nearby, destroyed a shirt, and worst of all, upset a bottle of whiskey, the contents of which were lost. In relating this, the major said, "That crow! He tore my shirt that cost \$7. That don't matter, but he also stole my whiskey!"

Each morning the 10 Indian scouts would quietly ride away and return at sunset. Two pickets were kept out during the day, one 2 miles east and the other about the same distance west, mounted always on fast horses and at night sentinels were posted near the camp. No

Indians, however ever ventured to attack us, though a few miles down the Trail they continued their raids. The howitzers at Camp Nichols were fired on one occasion only, and that was July 4, 1865. The camp flagpole stood some 100' south of the gate and the flag from this flew daily to the breeze. Regularly, at 9:00 p.m., the bugler sounded "Tattoo" and at 9:15, "Taps."

This routine life lasted until the latter part of September and then orders came to us one day, after a good deal of stone work had been performed, to return to Fort Union. Our infantry and cavalry one morning got into regular formation, wagons were loaded with what we wished to take, and slowly we rode westward, in a few days to again reach Fort Union. We left at Camp Nichols a stack of hay and another on the prairie, which the men had cut.

Thus closed my life, although by no means my vivid recollection of it, at this short-lived fort on the old Trail.



HOOF PRINTS -TRAIL TIDBITS-

SFTA Ambassador Paul Bentrup had surgery in February and is doing well at last report. It's impossible to keep a good man down, especially when the Trail is calling.

OCTA will hold its annual convention at Boise, ID, August 8-13, 1989. Those planning to attend must register by July 12. For information, contact OCTA, P. O. Box 1019, Independence, MO 64051-0519 (816) 252-2276.

A bill has been introduced in Congress to designate the California Trail and the Pony Express Trail as National Historic Trails.

Merrill J. Mattes recently received a Wrangler Award from the National Cowboy Hall of Fame and Western Heritage Center for his recently published *Platte River Road Narratives*. Congratulations!

The Midland Railroad Historical Association will run tourist trains from Baldwin City, KS, on Saturdays, Sundays, and holidays from April 29 through October 29, 1989.

A series of articles on Boggsville appeared in the *Bent County Democrat*, March 30, April 6, and

April 20. The content was an interview conducted years ago with Mrs. A. D. Hudnall, daughter of John Prowers and his Cheyenne wife, Amache.

A bill has been introduced in Congress to authorize a one-year study by the National Park Service and Bureau of Land Management of eight forts in New Mexico, leading to the establishment of a "Boots and Saddles Tour" of the sites by auto, foot, and horseback.

New Mexico Magazine will publish a Santa Fe Trail article by SFTA member Danita Ross in the June issue. Information about the Symposium will be included. To purchase a postage-paid copy of the June issue, send \$2.25 to Molly Crenshaw, *New Mexico Magazine*, P. O. Box 20003, Santa Fe, NM 87503.

Las Vegas and four other Trail communities in New Mexico are publishing a four-color Trail brochure this spring. All Trail communities in the state should benefit from increased visits. For a free copy, send a self-addressed, stamped (45 cents) business envelope to Martin Leger, Trail Liaison, P. O. Box 148, Las Vegas, NM 87701.

The March issue of *Motorhome Magazine* featured an article, "Santa Fe Trail Odyssey," Larry E. Johnson, which contains many color photographs with information about highway routes and sites to visit. A short list of books about the Trail, including SFTA President Marc Simmons's *Following the Santa Fe Trail*, was included.

The National Association of Hispanic Chambers of Commerce has requested that the Santa Fe City Council erect a statue of the city's founder, Don Pedro de Peralta, on the plaza, replacing the Soldiers Monument now located there. It was erected in 1868 as a memorial to Union soldiers killed in the Civil War and to settlers killed by Indians. Santa Fe plans to erect a statue of Peralta; where remains to be decided.

Bent's Old Fort Historical Association has issued a new catalogue of items available through the trade room and bookstore at the site. They are seeking volunteers and new members for the

support group. For information, contact the Association, 35110 Highway 194 East, La Junta, CO 81050 (719) 384-2800.

Ladder Films of Santa Fe is preparing a publicity film on selected sites and persons along the Santa Fe Trail to be used by the National Park Service. Ambassador Bentrup assisted the crew in his region.

The Rice County Historical Society has published a nice map of the Trail and related features in the county, "Historic Trails," prepared by Ralph Hathaway and illustrated by Shirley Schmidt. Information about 20 sites identified on the map is on the back of the 11" x 17" sheet. To obtain a copy (price unknown), contact the Society, 105 West Lyon, Lyons, KS 67554 (316) 257-3941.

The April issue of *Folio*, newsletter of Patrice Press, contains a story about the nun's grave photo, depicting the burial of Sister Mary Alphonsa Thompson along the Trail in 1867. The photo was staged near Santa Fe in 1902 as part of the celebration of the 50th anniversary of the coming of the Sisters of Loretto to Santa Fe. The search for the site of the actual grave continues.

MULE QUIZ

Test Your Knowledge

[This test came from *Hilda and Louise, the Hee Haws of the University of Missouri Veterinary School*, as dictated to Virginia Lee Fisher.]

DONKEY x HORSE

Jack x Mare:

- (A) Male _____
(B) Female _____

Jenny x Stallion:

- (C) Male _____
(D) Female _____

Fill in above blanks: Molly Hinny, Horse Mule, Molly Mule, Horse Hinny (E) Offspring of Mules and Hinnys are called:

(check one) ___ Burros; ___ Bastards; ___ You're Kidding

Common name of

- (F) *Equus caballus* _____
(G) *Equus Asinus* _____

ANSWERS

(A) Horse Mule; (B) Molly Mule; (C) Horse Hinny; (D) Molly Hinny; (E) You're kidding, donkey x horse crosses are sterile; (F) Horse; (G) Donkey

Perfect score credentials you as a mule master; otherwise a certified jackass!

*Hilda and Louise
HEE HAW!*

A CARAVAN CORRALLED

by Mark L. Gardner

[Mark L. Gardner is administrator of the Baca/Bloom and Pioneer Museum in Trinidad, a member of the SFTA board of directors, and editor of the newly published *Mexican Road: Trade, Travel, and Confrontation on the Santa Fe Trail*.]

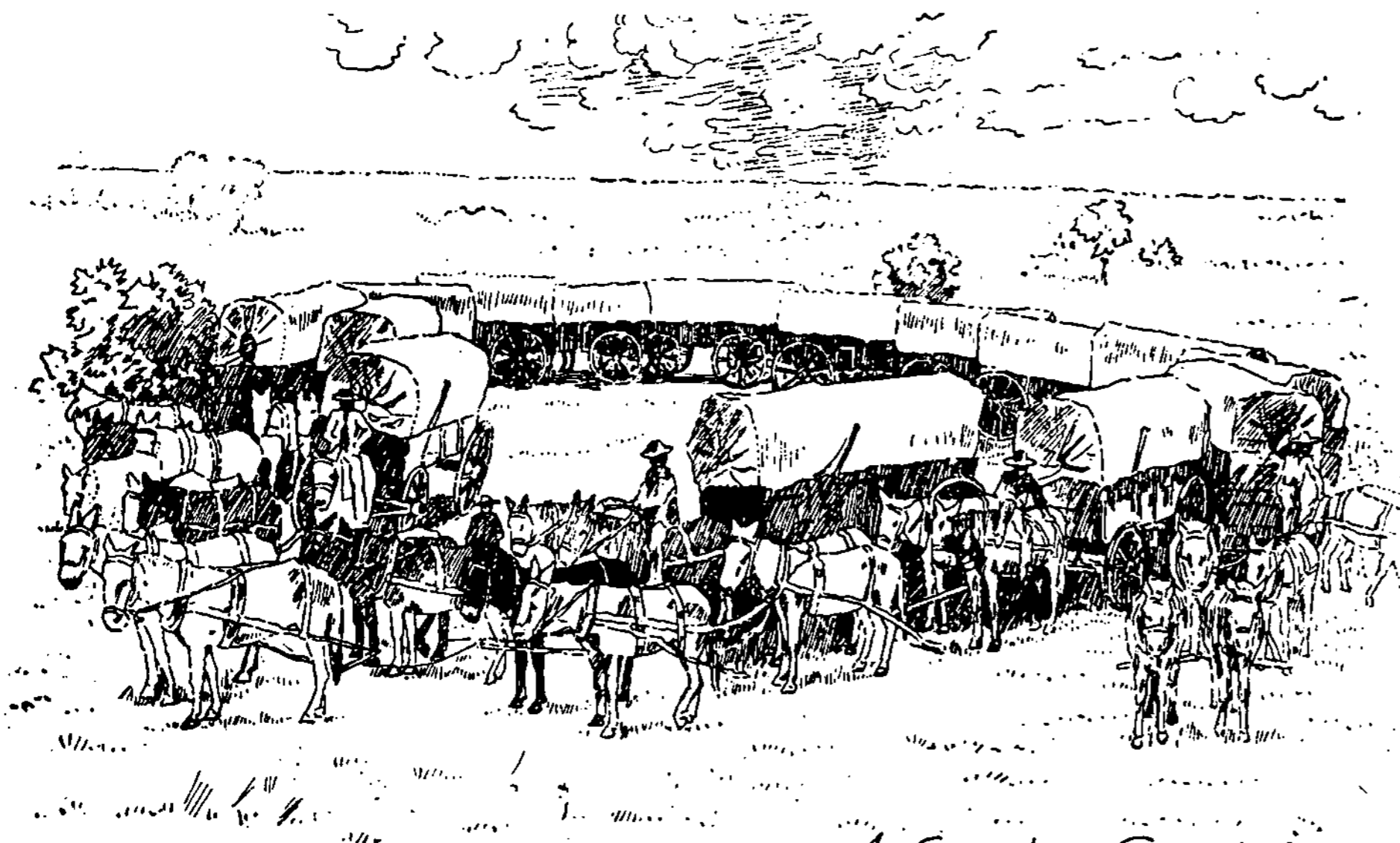
Most Trail buffs and scholars have seen the familiar line drawing by Thomson Willing of a train of freight wagons corralled on the prairie, supposedly along the Santa Fe Trail. Willing's drawing first appeared in Henry Inman's *The Old Santa Fe Trail* in 1897 and has been reproduced in numerous Trail books since. What most Trail scholars do not know, however, is that Willing copied his drawing from an illustration in an earlier book, Howard L. Conard's *Uncle Dick Wootton* (1890), and that the illustration for the Wootton book was in turn a doctored-up copy of a photograph taken on the streets of Denver in the late 1860s. Obviously, authentic Santa Fe Trail images are hard to come by! The images, in their order of appearance, follow.



The original albumen print in the collections of the Colorado Historical Society in Denver has several captions written on the back, but the most likely seems to be this: "D & B Powers train of Leavenworth to Denver June 20, 1868." It shows the train "corralled" on Denver's Holladay Street between "F" and "G" streets, now 15th and 16th. (Courtesy Colorado Historical Society.)



"The Wagon Train Corral." This illustration was created from the first photograph for *Uncle Dick Wootton*, written by Howard Louis Conard and published in Chicago by W. E. Dibble & Co. in 1890. (Courtesy Colorado Historical Society.)



"A Caravan Corraled." This final version of the Powers train was drawn from the Uncle Dick Wootton illustration for Henry Inman's *The Old Santa Fe Trail*, published in New York by the Macmillan Company in 1897. (Courtesy Colorado Historical Society.)

SEARCH FOR SITE

(continued from page 1)

live for her son. And when her twenty-first birthday dawned on her in captivity, a day she had planned to spend with husband, child, and parents in safety, she may well have faltered. Later she was given the chance to write a letter from the Arapaho camp and produced an organized, eloquent plea for ransom, leaving no pertinent question unanswered, without knowing to whom she wrote. And when she and her child died with their own blood bright on the winter snow, perhaps she realized that the men to whom she had looked for rescue had caused their deaths.

She and her son died in November of 1868, during Custer's attack on Black Kettle at the Washita River. The army officers who found their bodies described Clara as not only "beautiful" and "unusually pretty," but tarnished and defiled, by then not worth the five ponies it would have taken to ransom her.

Her story was laid away from prurient curiosity for over a hundred years. On April 17, 1989, a small group armed with their own determination gathered in Lamar, Colorado. They intended to find the place on the Santa Fe Trail where Clara Blinn and her baby were captured. And they hope that soon the spot will be marked to honor a brave, but long ignored, frontier woman.

For the strategy session a Lamar motel loaned the largest table in

their lobby, and it was soon covered with a snow of paper over a few coffee cups. The best course seemed to work from details in three original sources and "interview" the land, to see if it fit the qualifications in the old accounts. If the "search and record" mission had a godfather, it was Paul Bentrup, bodacious Trail Ambassador and fastest photocopy finger in the West. Paul arrived with topographical maps, copies of aerial surveys, soil quality maps, and an 1873 plat showing the Arkansas River's course then. Edith Birchler, curator of the Big Timbers Museum in Lamar, provided local terrain information and quiet guidance. Ava Betz is an author and the compiler of Prowers County's historical chronicle; she added to the rapidly filling bank of knowledge at the table.

Mary Moorehead, whose grandmother was Clara Blinn's younger sister, had copies of the original accounts (with pertinent details highlighted) for each member of the team. Bruce Moorehead would help safari the team to its objective. And Tom Thomason, the mild-mannered medical man who becomes a dashing cowboy pilot at the mention of the Santa Fe Trail, soon arrived in his Piper Turbo Arrow for spotting from the air. Tom was born where the Lewis and Clark Trail crosses the Santa Fe Trail and as a boy often camped at Arrow Rock.

The team needed to find a site between one and eleven miles beyond Sand Creek, on the river

and the Trail, with sandy or silty soil. (When the Indians attacked, the men of the wagon train had dug foxholes, one of them large enough to protect a pony!) Because the 1868 train was ambushed and had not time to circle the wagons or hold the oxen, the searchers looked for a place near the Santa Fe Trail that could conceal the seventy-five Indians who watched the approaching dust of eight wagons, oxen, and a hundred head of cattle. Several small creek beds qualified on the maps. One, that had had an island before the irrigation era, seemed ideal. ("Those dammed creeks" wasn't mere profanity!) One sizable area began to emerge as the most likely.

The next stage involved walking the area. Clutching written permission to trespass, the team drove to the likely spot and Edith explained the "lay of the land." In 1868 the first wave of attackers cut out the first two wagons in the train and drove them across the river with the woman and child huddled in one. But it was said the two men ran two to three hundred yards among oxen and Indians, trying to stop the Blinn wagon. Another group of attackers stampeded the livestock and herded them across.

Bentrup emerged from his pickup flourishing his weapon of truth, a soil augur, and marched along, drilling holes in any area not occupied by crops or snakes. The 1873 map told the 1989 party that they were probably standing in the old river bed; there was plenty of sand. Farther up a gentle slope (perhaps the old river bank), silt was present, but more than a hundred years of wind erosion and cultivation had changed the soil content. It seems probable that those amazing foxholes were near the (then) course of the river, on the north bank, but that area is now cropland. Because the river's curve was flatter then and the bed wider, the shallow bank may have been even lower and easy to cross with a wagon.

Where did the attackers hide? A person standing in the grove of trees at the creek, at the point where an island had been, was almost invisible; with lessened flow today, and dust-bearing wind, the creek bed, adequate now for a hiding place, is surely not as deep or as tree-lined as it was then.

The team walked in all directions, trying to recreate a noisy capture on the quiet land. Thoma-

son looked for lost trail ruts; Thomason found some that Ben-trup, a rut owner, liked. Admiring the flat land's beauty and the liquid meadowlark songs, working out possible 1868 scenarios, the team came together again. "If the river was up there and the trail almost at the road, then they came . . ." "This had to be it!" "No doubt about it!"

After lunch Thomason and the Mooreheads took to the air in the Piper. The sources said that the Indians had burned the wagons "across the river," at (or before) their first night's camping place; the besieged men of the train saw the smoke. When the cavalry arrived from Fort Lyon, the Indians had surrounded the men in their holes for four days but had been alerted and disappeared to the south. A small detachment of men followed, and four miles south of the capture site, Lt. Abell's men found a note left by Mrs. R. F. Blinn. The very dry soil of that Indian summer drought would have made tracking difficult; how did they know where to look? There must have been a good campsite down there, with water, known to be used by travelers. And there is indeed such a place, now part of an irrigation system, that obviously began with a spring; it is large and lower than the surrounding land. Nearby lies a deserted monument to hysteria in another conflict: Camp Amache, where fear and racial suspicion doomed United States citizens of Japanese blood to internment.

From the air the estimated route of the Santa Fe Trail stretches long and flat in the lonely distance from Boggs's Ranch, the departure point, to the capture site. Today's traveler, used to modern technology and convenience, seldom thinks of the dangers and tedium, the dust and discomfort of travel in a covered wagon. Clara Blinn went through all those things—and ambush, capture, and death, as well.

Flying north from the river's lifeline, the plane passengers were able to see snow geese floating like a drift of petals on small reservoirs. Perhaps those birds were descendants of the two wild geese Clara's husband shot in April of 1868, on his way to seek health and wealth in Colorado Territory.

The "search and record" mission was over. Its success came from letters, a diary, records, surveys, and maps. But the 1989 team members each had unique gifts to

bring to the puzzle's solution.

The site where young Mrs. Blinn was captured is private property today, so no exact description will be given until her experience is outlined for Trail travelers on a Santa Fe Trail marker.

[Mary Moorehead, a grand-niece of Clara Blinn, is writing a book-length account of the Blinn story. If anyone has relevant information to share, please write her at 917 Calle Vis-toso, Santa Fe, NM 87501.]

NEW SFTA MEMBERS

This list includes new memberships received since the roster went to press up to May 8, when total memberships were approximately 875 (depending on how many late renewals are received); those received after this printing will appear in the next issue. If there is an error in this information, please send corrections to the editor. If you know of people who may be interested in the Association and are not a member, please urge them to join. We thank you for your support.

INSTITUTIONAL MEMBERSHIPS

Friends of the Rice-Tremonti Home Assoc., 7113 Harecliff Dr., Kansas City, MO 64133
High Plains Journal, Box 760, Dodge City, KS 67801
 Johnson County Museum System, 6305 Lackman Rd., Shawnee, KS 67217
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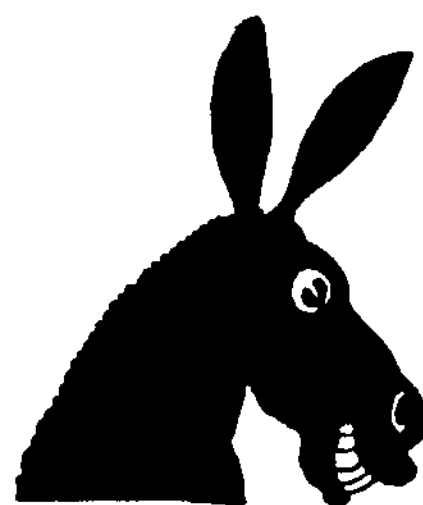
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TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date(s), time(s) and activity. Remember this is a quarterly. The next issue should appear in August, so send information for September and later to arrive by July 20. Thank you.

May 27-29, 1989: Fort Larned National Historic Site Memorial Weekend Living-History Programs. Contact Supt., Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

May 31-June 4, 1989: Santa Fe Trail Daze, Boise City, OK. Contact Chamber of Commerce, P. O. Box 1027, Boise City, OK 73933.

June 3-4, 1989: Las Vegas, NM, "Trails and Rails" Celebration. Contact C of C, 727 Grand Ave., Las Vegas, NM 87701.

June 3-4, 1989: Fort Union Living-History Demonstrations, including musket demonstrations, women on the frontier, infantry, cavalry, Civil War, and the Santa Fe Trail. Contact Superintendent, Fort Union National Monument, Watrous, NM 87753 (505) 425-8025.

June 7-12, 1989: Heart of the Flint Hills Chapter Trail Ride. Contact Don Cress, RR 1 Box 66, Council Grove, KS 66846 (316) 767-5826.

June 10-11, 1989: Santa Fe Trail Festival, Trinidad, CO, see article on p. 5. Contact TDAD, 100 E. Main #304, Trinidad, CO 81082 (719) 846-4550.

June 10-11, 1989: Bent's Old Fort Artists in the Park. A number of the West's finest artists will be at the fort to paint, exhibit, and interpret their work. Contact Superintendent, Bent's Old Fort National Monument, 35110 Hwy 194 E, La Junta, CO 81050 (719) 384-2596.

June 13-18, 1989: NRA Annual Santa Fe Trail Rendezvous, Whittington Center near Raton, NM. Contact Patrick Boyle, NRA Whittington Center, P. O. Box 700, Raton, NM 87740.

June 21-22, 1989: Santa Fe National Historic Trail Advisory Council meeting at Santa Fe; see story on page one.

June 24, 1989: Fort Union, "The Santa Fe Trail, the Early Years." Dragoons, infantrymen, and traders will tell the story of the early days along the Trail. Contact Superintendent, Fort Union National Monument, Watrous, NM 87753 (505) 425-8025.

June 24-July 23, 1989: Museum of the Great Plains, Lawton, OK, Smithsonian Traveling Exhibition — "The Santa Fe Trail: Photographs by Joan Myers."

July 1-4, 1989: Fort Larned NHS Fourth of July and Santa Fe Trail Living-History Programs. Contact Supt., Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

July 4, 1989: Bent's Old Fort Old Time Fourth of July. Frontier-style celebration with period speeches, games, activities, and living-history demonstrations. Contact Superintendent, Bent's Old Fort National Monument, 35110 Hwy 194 E, La Junta, CO 81050 (719) 384-2596.

July 28-30, 1989: Bent's Old Fort Dragoon Encampment. Dragoon re-enactment featuring some of the finest military historians. Contact Superintendent, Bent's Old Fort National Monument, 35110 Hwy 194 E, La Junta, CO 81050 (719) 384-2596.

July 29-30, 1989: Fort Union, "Soldiering on the Santa Fe Trail." Historians and re-enactors will portray garrison life in the 1860s. Contact Superintendent, Fort Union National Monument, Watrous, NM 87753 (505) 425-8025.

August 4-6, 1989: Glorieta Battlefield Civil War Reenactment. Contact Rusty Voorhis, Sec., Civil War Reenactors of New Mexico, 2 Mountain Laurel, Los Lunas, NM 87031 (505) 865-1616.

August 12, 1989: Bent's Old Fort Kid's Quarters. A program for children, featuring skills, games, and activities of another era. Contact Superintendent, Bent's Old Fort National Monument, 35110 Hwy 194 E, La Junta, CO 81050 (719) 384-2596.

August 12-Sept. 10, 1989: Western Illinois Library, Galesburg, IL, Smithsonian Traveling Exhibition—"The Santa Fe Trail: Photographs by Joan Myers."

August 26, 1989: "An Evening at old Fort Union." Participate in

vignettes from Fort Union's past; reservations required and will be accepted beginning June 1. Contact Superintendent, Fort Union National Monument, Watrous, NM 87753 (505) 425-8025.

Sept. 1-4, 1989: Bent's Old Fort Fur Trade Encampment. The eighth annual encampment, interpreting the Rocky Mt. Fur Trade. Contact Superintendent, Bent's Old Fort National Monument, 35110 Hwy 194 E, La Junta, CO 81050 (719) 384-2596.

Sept. 2-4, 1989: Wagon Mound 79th Annual Bean Day Celebration. Contact Bean Day Association, Wagon Mound, NM 87752 (505) 666-2245.

Sept. 2-4, 1989: Fort Larned NHS Labor Day Weekend Living-History Programs. Contact Supt., Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

Sept. 16, 1989: Bent's Old Fort Diez y Seis de Septiembre. A celebration of Mexico's independence from Spain in 1821, with special programs for children. Contact Superintendent, Bent's Old Fort National Monument, 35110 Hwy 194 E, La Junta, CO 81050 (719) 384-2596.

Sept. 28-Oct. 2, 1989: Santa Fe Trail Symposium, Santa Fe and Las Vegas, NM. Contact Adrian Bustamante, Symposium Coordinator, P. O. Box 4182, Santa Fe, NM 87502 (505) 471-8200.

Sept. 30-Oct. 29, 1989: Canon Communications, Hermitage, PA, Smithsonian Traveling Exhibition—"The Santa Fe Trail: Photographs by Joan Myers."

Oct. 21, 1989: Fort Larned NHS Fall Candlelight Tour. Contact Supt., Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

Oct. 21-22, 1989: Baldwin City, KS, Annual Maple Leaf Festival.

FROM THE EDITOR

Many exciting things continue to happen along the Trail, and all trails lead to Santa Fe and Las Vegas for the Symposium. The chapters have been bringing in new members at a phenomenal rate. It would be terrific to have a thousand members when we gather at the end of September, and that is not beyond the realm of possibilities at the present rate. Perhaps an award should be presented to the chapter that recruits the most Trail addicts. Additional chapters would be a welcome asset to the Association, and I'm sure there will be more applications to consider at the fall board meeting.

Just as this was headed for the printer, a tentative schedule of public meetings to consider the SFNHT draft plan arrived. Rather than reset the entire issue to get the information with the article on page one, it was easiest to include it here (my column not only appears at the end of each issue so that I can have the last word, it is my duty to fill up whatever space is left).

The meetings will begin at 7:00 p.m. Watch the media for room locations and final plans. May 22 at Garden City, KS; May 23 at Fort Larned NHS; May 24 at Council Grove; May 25 at Independence, MO; May 26 at Boonville; June 5 at Boise City, OK; June 6 at La Junta, CO; June 7 at Raton, NM; June 8 at Las Vegas; and June 9 at Santa Fe. Everyone interested should try to attend the closest meeting; this is the opportunity for public opinion to be heard.

Happy trails!

—Leo E. Oliva

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